



Future of Electric Vehicles in Road Passenger Mobility of India

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Future of Electric Vehicles in Road Passenger Mobility of India

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Priyadarshi R Shukla

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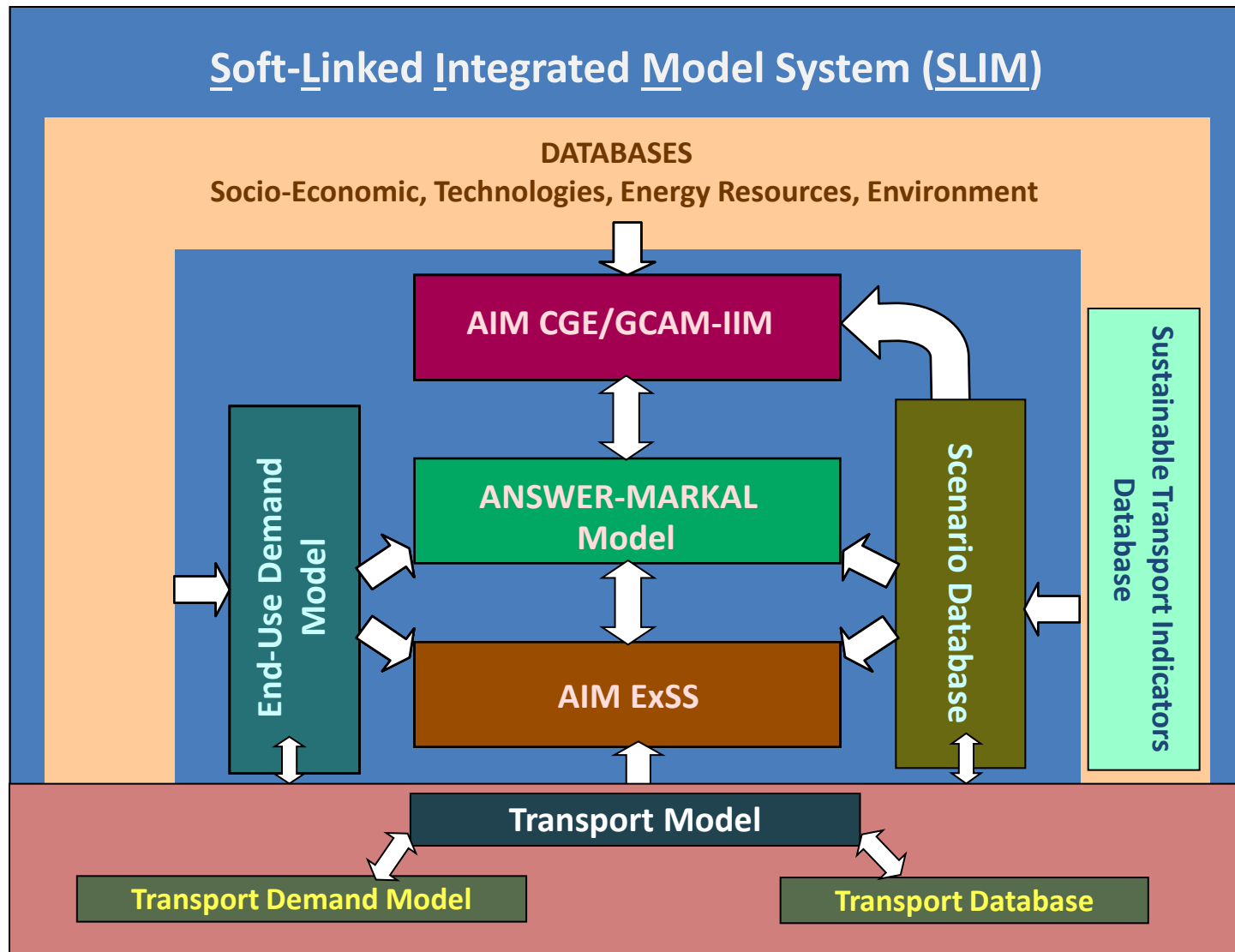
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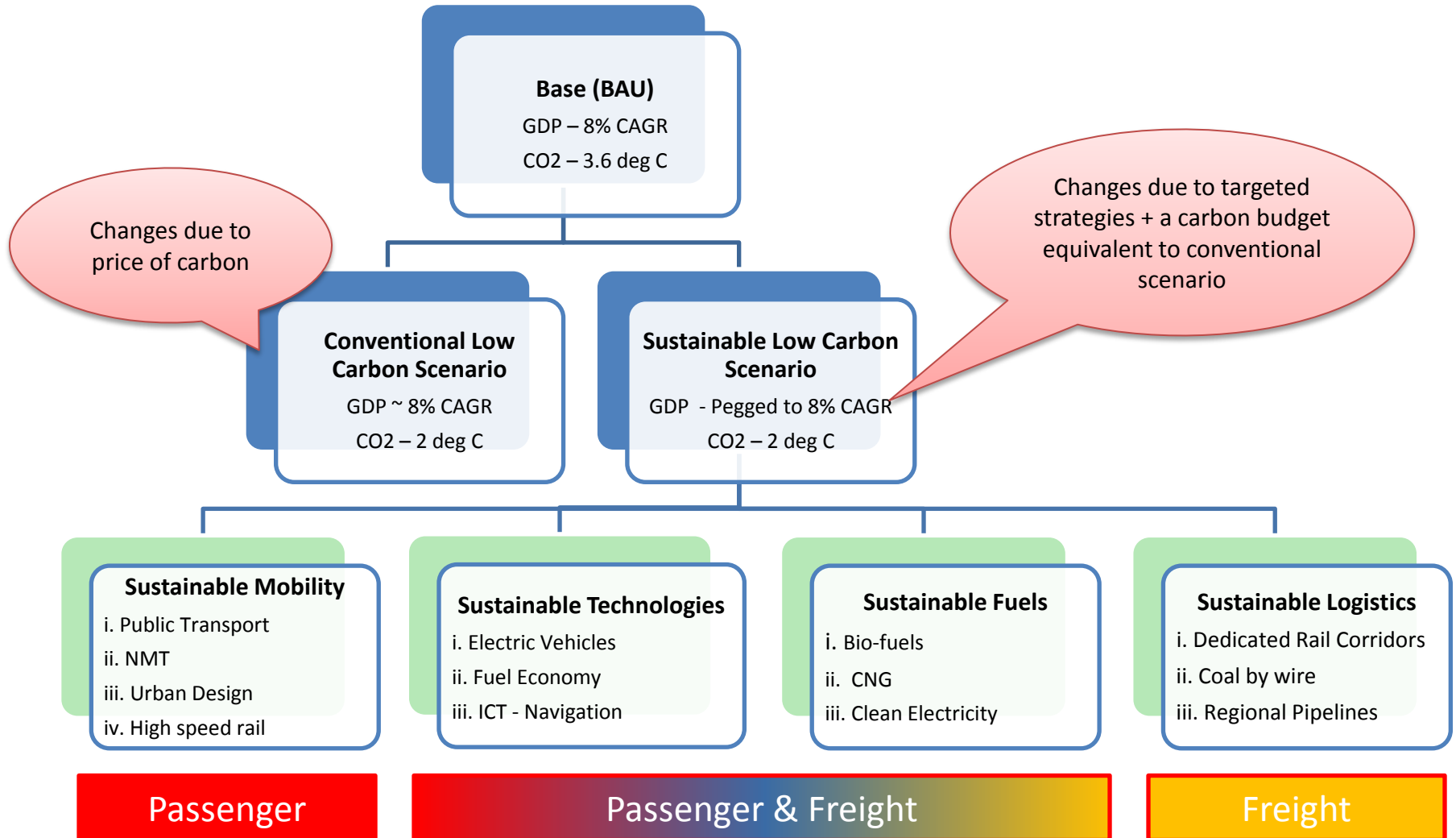
Presentation Agenda

1. Low Carbon National Transport Modeling Assessment
 - *Model System*
 - *Scenarios Architecture*
2. National Passenger Transport Demand
3. Electric Vehicle (EV) Scenarios
4. Conclusions

Soft-Linked Integrated Model System



Transport Scenarios Architecture

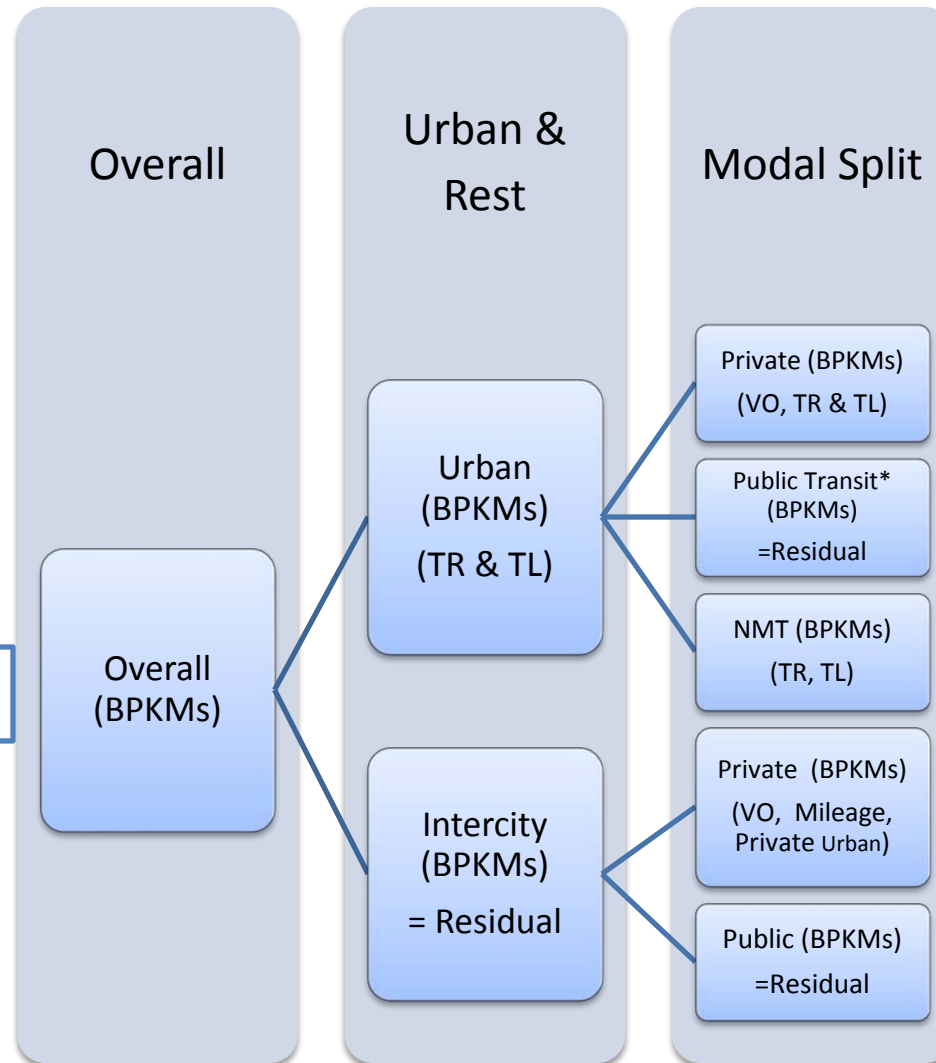


National Passenger Transport Demand in Scenarios

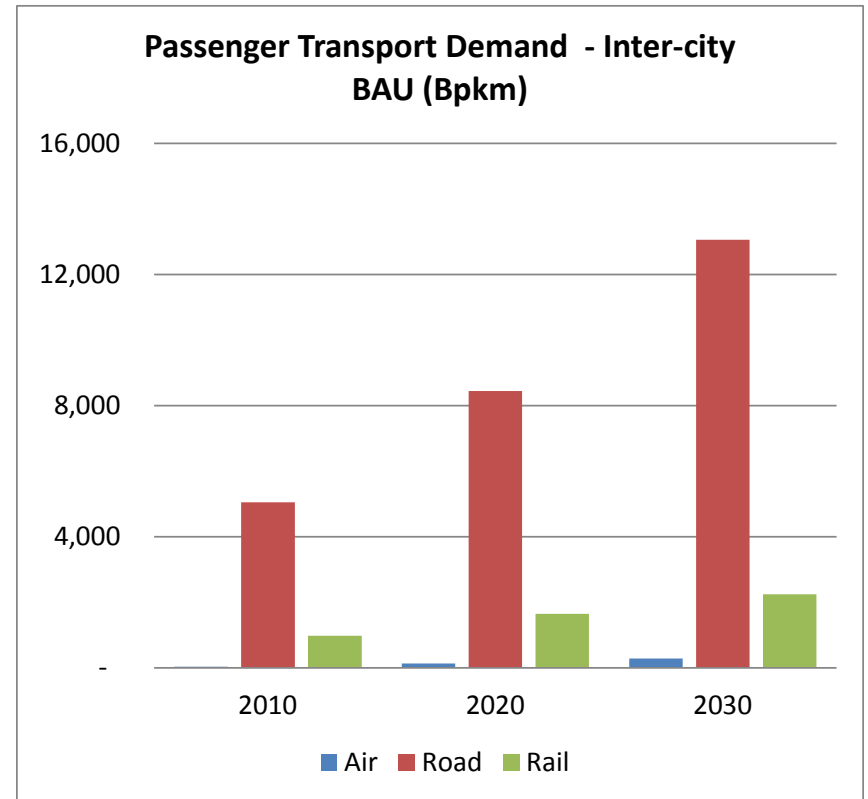
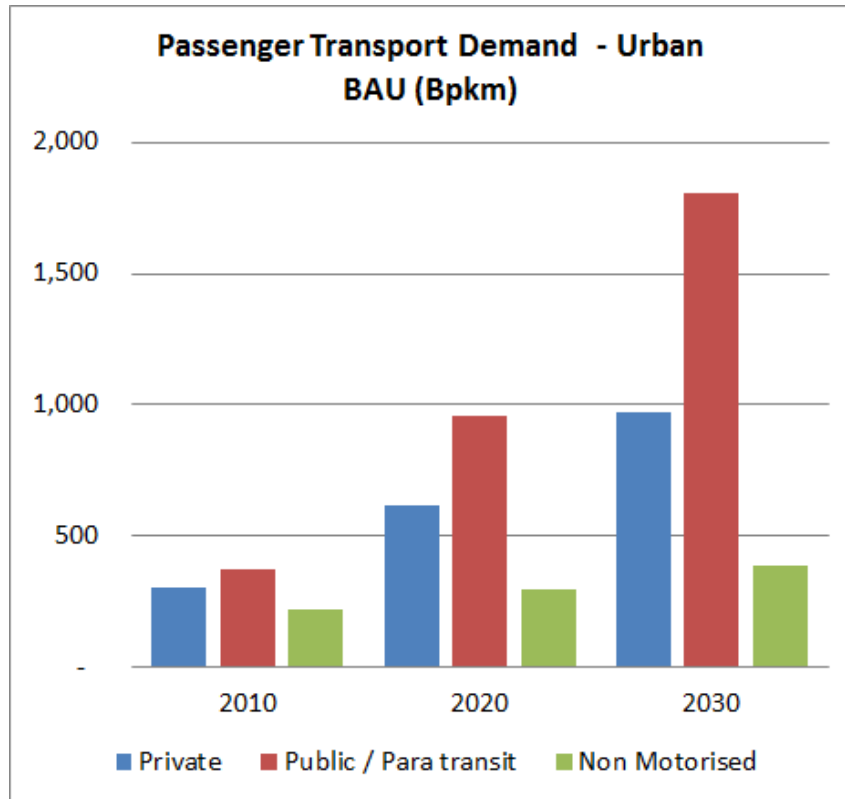
Passenger Demand Estimation

$$TD_{urban} = \sum_{i=1}^4 TR_i \times TL_i \times Pop_i \times 365$$

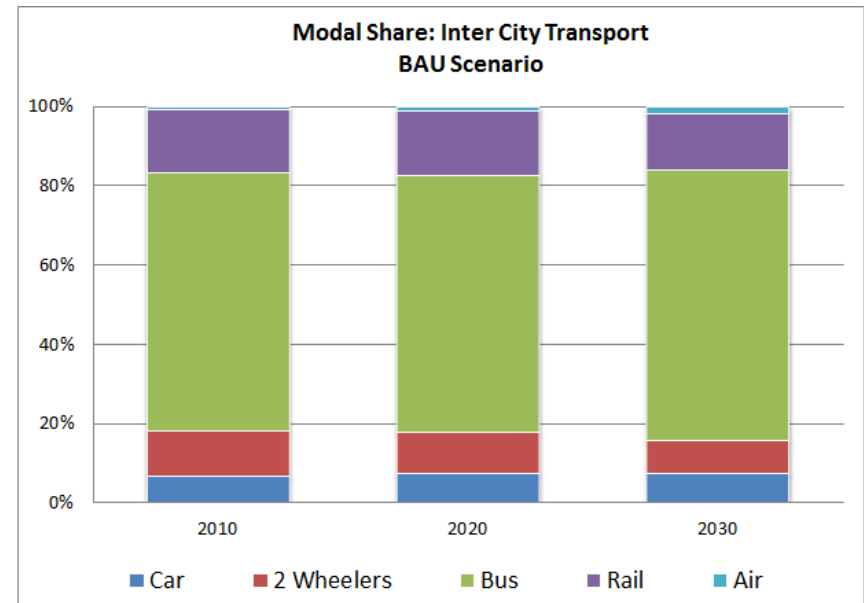
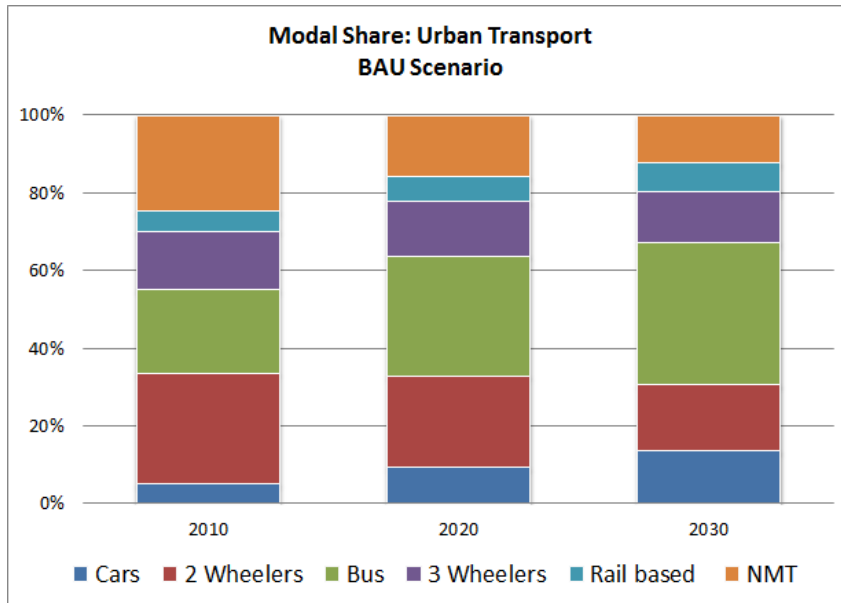
$$TD_{overall} = Population \times Per\ Capita\ Mobility$$



Passenger Transport Demand

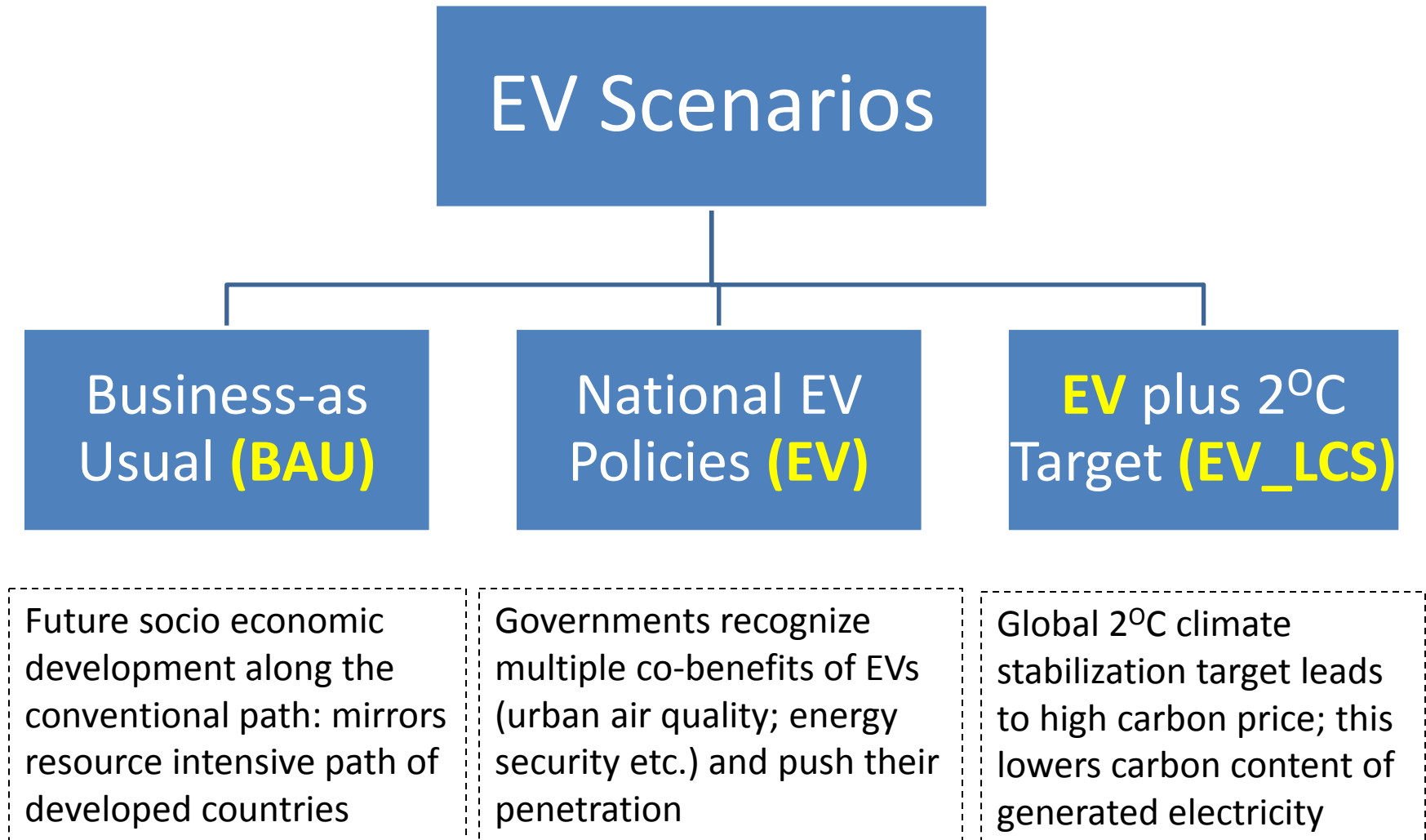


Mode Share of Passenger Transport



Electric Vehicle Scenarios

Electric Vehicles (EV) Scenarios



Scenarios Description: EV & EV_LCS

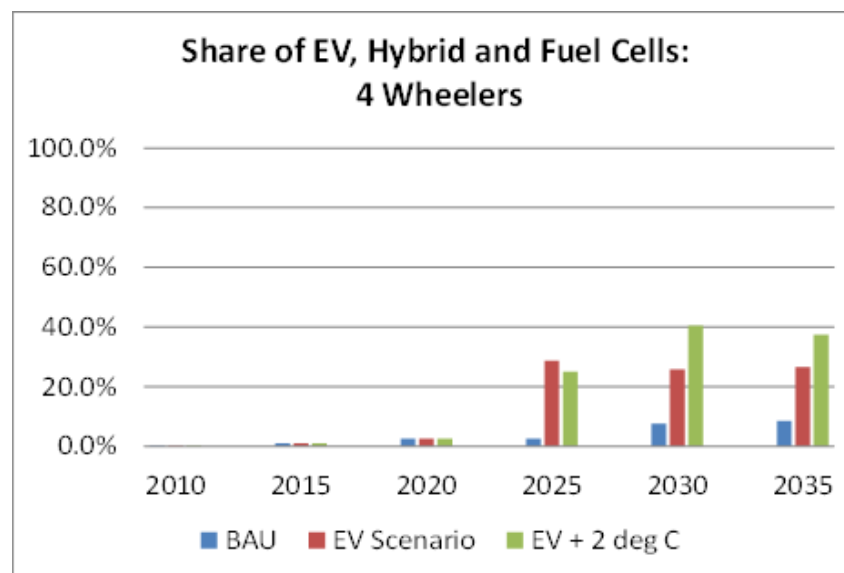
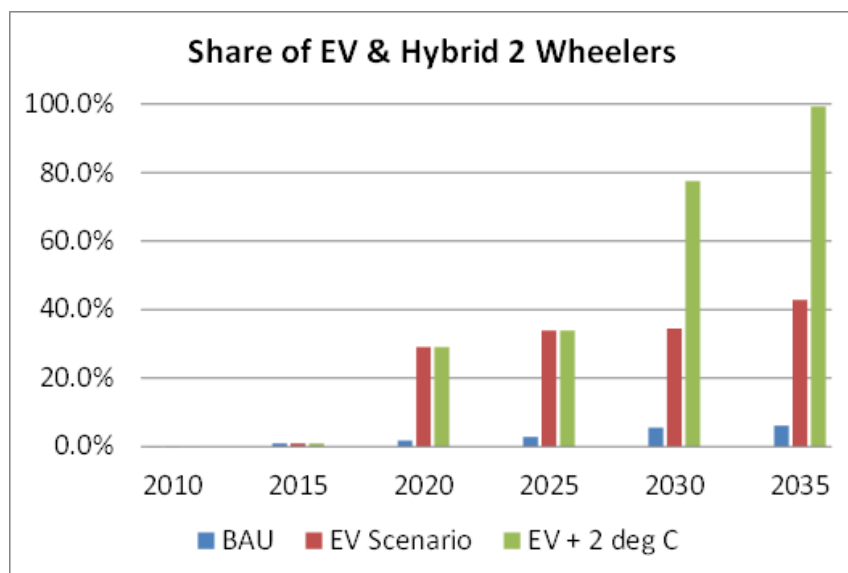
Electric Vehicle Scenario (EV): Assumptions

- **Domestic policy supports:** **Direct capital subsidy**, improved charging infrastructure, dedicated lanes, incentives for R&D in power train, batteries and smart grid technologies, quotas for EVs in urban public & goods transport
- **Battery costs** comes down to **half of current costs** in next 10-15 years: driven by advancements in battery technologies, improvements in battery capacities, declining component costs, and economies of scale in production
- Improved batteries with higher energy density will also help reduce weight of batteries: further pushing down EVs costs
- Limited range per charge put constraints on penetration of cheaper EVs for urban transportation

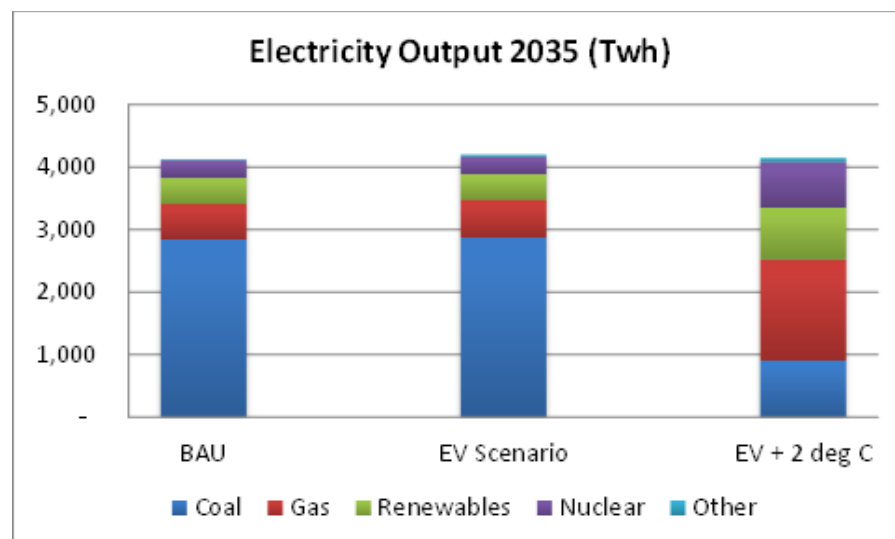
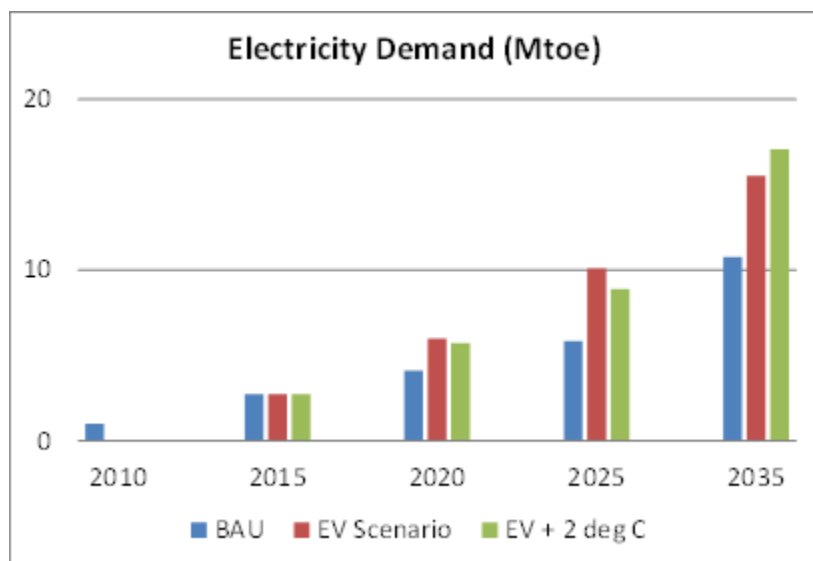
Electric Vehicle plus 2°C Scenario (EV_LCS): Assumptions

- Global 450 ppmv CO₂ equivalent concentration stabilization target
- Carbon Price rise: from US\$ 14/tonne CO₂ in 2020 to US\$ 200/tonne CO₂ in 2045 (based on outputs from Lucas et. al., 2013)

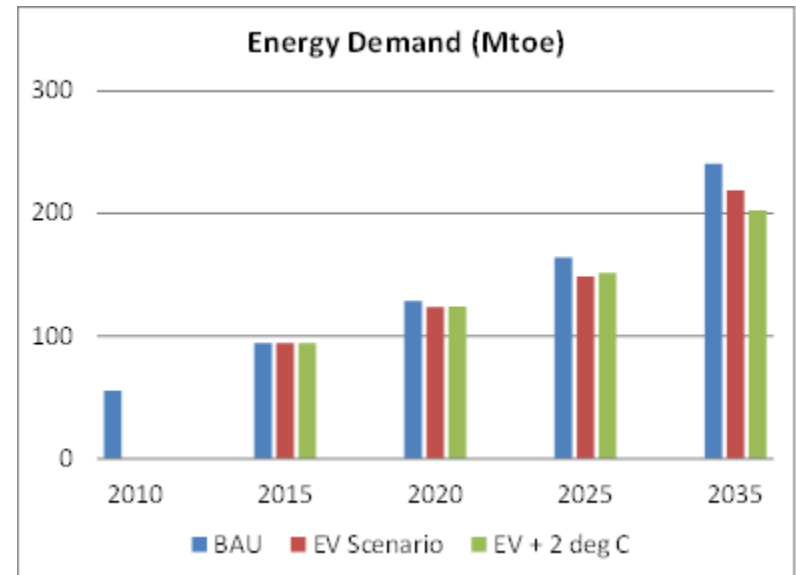
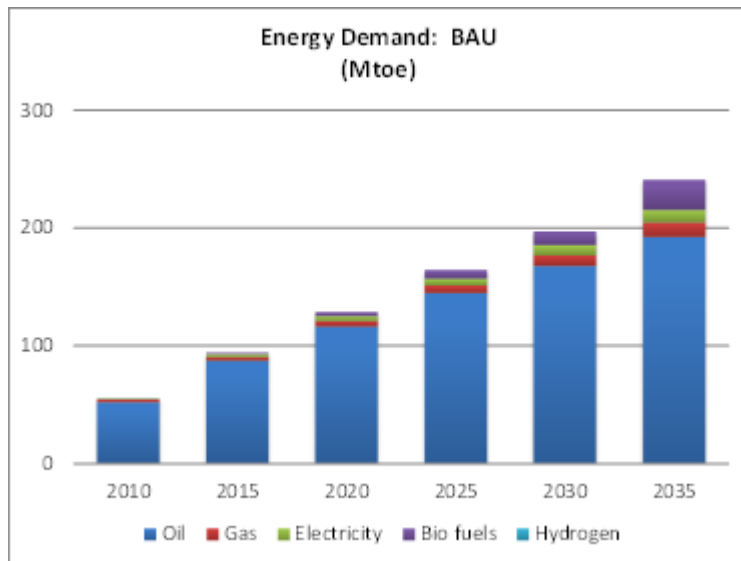
EV Share in Personal Motorised Transport



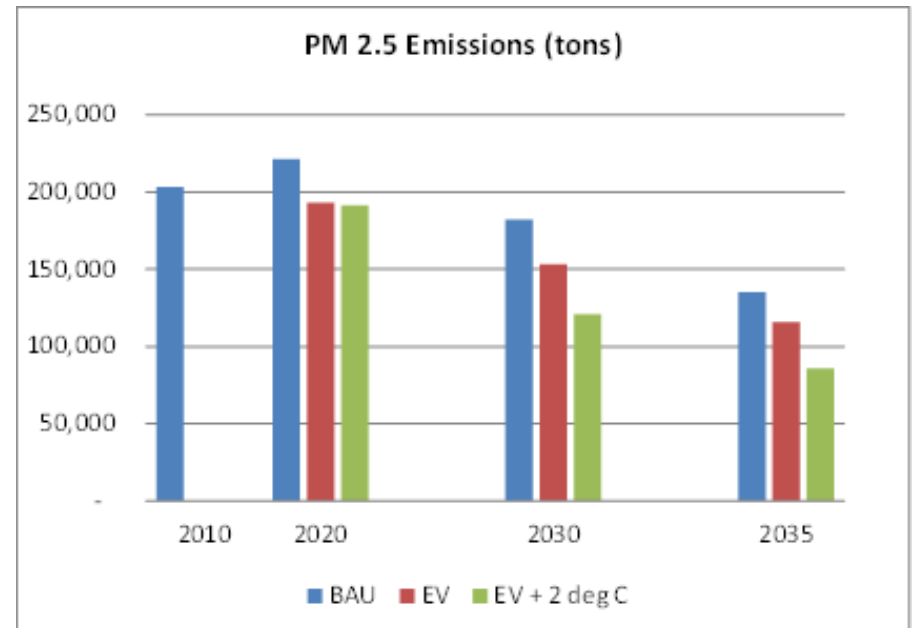
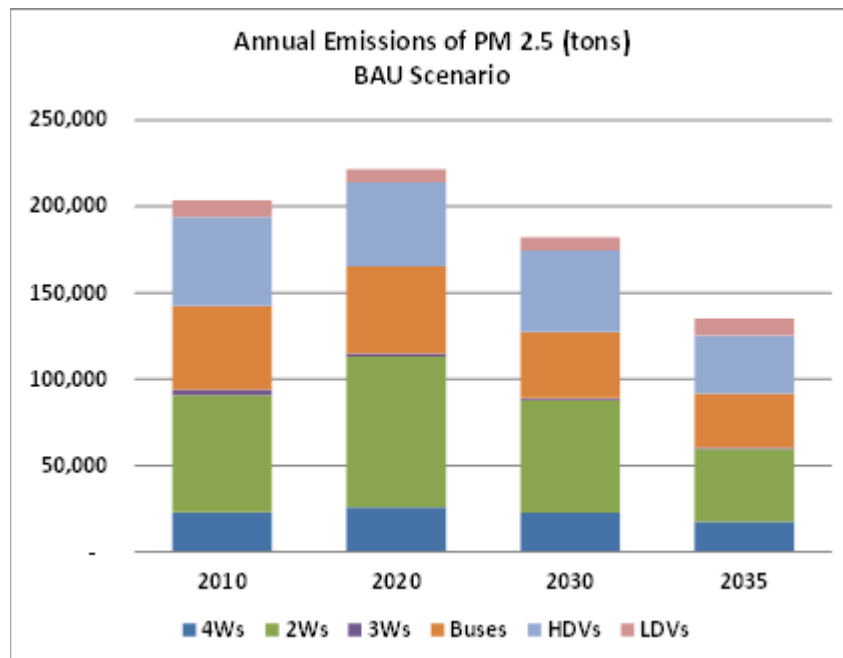
Electricity Demand and Supply



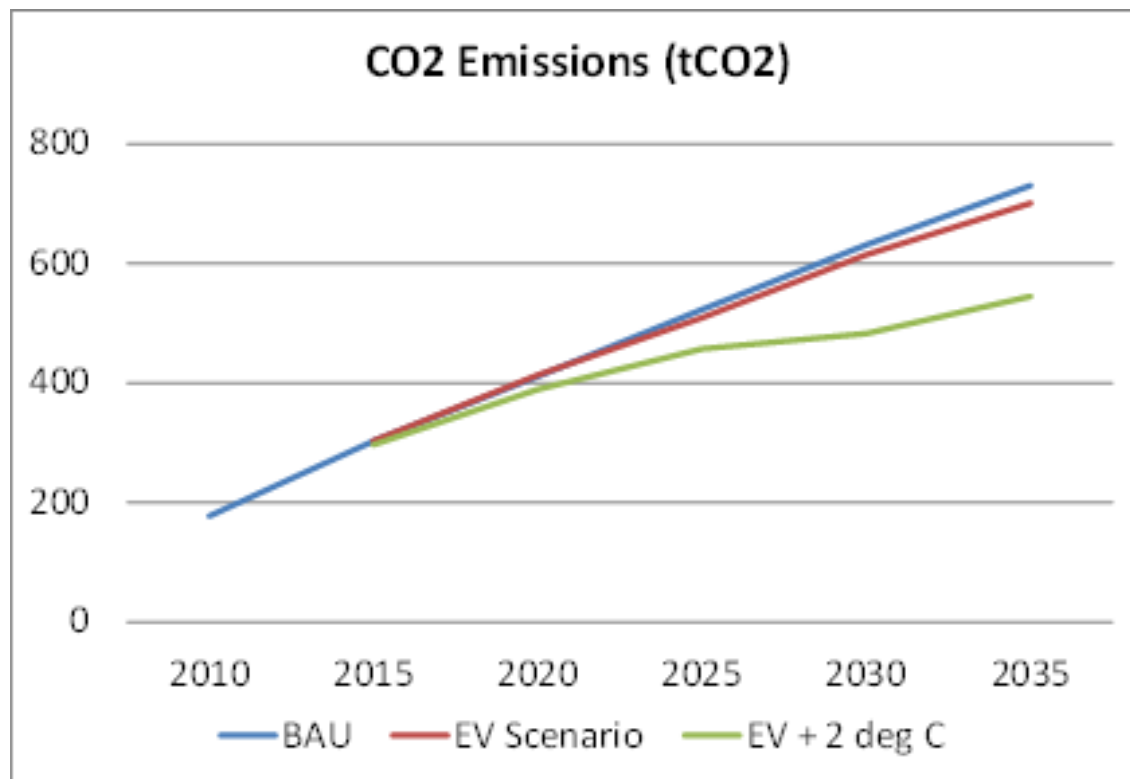
Energy Demand : Transport



PM 2.5 Emissions



CO₂ Emissions



Conclusions

- Early penetration of EV in India would come through 2-wheelers; this would create infrastructures that would facilitate larger vehicles.
- Low carbon transport transition shall deliver *Air Quality* and *Energy Security* co-benefits
- Electric Vehicles (EV) by themselves do not contribute to CO₂ mitigation; they may even increase emissions
- Under global 2°C stabilization policy, in India, EV contribute sizable mitigation however emissions would be much higher than in 2010

Thank You

Low Carbon Transport Project Website :

www.unep.org/transport/lowcarbon